

The Commercial Auto and Supply Company, local agents for the Studebake

Hupmobiles Prove Popular.

The Washington Auto Service Company last week delivered Hupmobiles to the following: Lowenbach Bress. Alexandria, Va. 22 touring; Hucksty & Batten Orange, Va. 22 touring; J. G. Gibson, Plains, Va. 22 touring; J. G. H. White, Leesburg, Va. 22 touring; Rev. Father di Paola, Mariboro, Md. 22 roadster; Dr. S. Harrington, Alexandria, Va. 22 touring; W. S. Gray, Montgomery, City, Md. 22 roadster, and Ralph E. Burton, "22" touring.

Kupmobil

Light Delivery

Unit power plant

Long stroke motor, 33/4x51/2

Three-bearing crank shaft

Four cylinders

Enclosed valves

Zenith carburetor

High tension magneto

Three speeds forward

PLAN TO ESTABLISH **TOURING BUREAU HERE**

Information for Motorists Concerning Routes and Places of Interest

to SC Disseminated.

If the plans of a number of prominent motorists of this city are brought to a have what will be known as a "Mutual Turing Bureau," established for the purpose of gathering and disseminating complete and reliable touring information for the plans for an observed a plan the city who induge in more or leave to the plans for an observed a plan that is a mistaken idea to believe that this letter riding is due entirely to the less sened air fessionance. "The top of an automobile has considerable weight, as every man knows who have raised one without the sid of a second party. When the top is in this weight is carried for above the center of gravity. This tends, of course, in literating the report of the plans for salies in the top fish in more compact form. It is also carried at a point far enough to the rear is a second party. This tends, of course, lower touring into making a plant of salies and reliable has considerable weight; as every man knows the center of gravity. This tends, of course, the plans to establish such as the plans to establish an office and in more compact form. It is also carried at a point far enough to the rear is a server to steady the motion of the body when the ear is under way."

Hupmobalts Prave Popular.

Hupmobalts Prave Popu tions may be obtained by members. The general problem of the plan it is a nominal one-just enough to defray the expenses of a stationery and poetage, &c. According to one mutorist interested in the promotion of the plan, it is probable that a carcarrying expert road finders and markers will be sent out in the beginning to obtain the newest information relative to touring conditions. This information will be supplemented from time to time by members of the bureau who undertake hands of the bureau who undertake which shall be forwarded to the offices of the bureau conveying information convening their tour for the benefit of other members seeking light on that particular trip.

The Mutual Touring Bureau is not to be established as a money-making enterprise, and the same of two pour as a premium of \$1.000 on \$10.000 for a year, a premium of \$1.000 on \$10.000 for a year, a premium of \$1.000 on \$10.000 for a year, a premium of \$1.000 on \$10.000 for two and one-half days, exceptions the properties of the bureau conveying information convening their tour for the benefit of other members seeking light on that particular trip.

The Mutual Touring Bureau is not to be established as a money-making enterprise.

MILLER BROS. REPORT SALES.

Many Ford Cars Are Sold in Die

triet and Suburba.

Miller Brothers, agents for the Ford car, announce the following sales:
Touring care—David J. Howell & Son, L. L. Hawkins, Dr. D. T. Birtyell, Thomas Hampton, M. H. Magruder, Dr. William C. Borden, R. D. Shaver, Charles D. Wheeler, George F. Eamich & Co., J. F. Kelchner, H. Whipple, George A. Bowen, R. M. Henderson, John Royle, Jr., E. S. La Petra, Edward C. Jones, H. V. Alexander, H. A. Williams, and F. N. Thomas, Torpedos—Richard Vaugn, Orang-Automobile Company, George F. Eamich & Co., and Warrenton Carriage Works.

RACING TEAM INSURED.

Out Policy on Drivers.

HINTS FOR MOTORISTS.

the first turn and keep it up, the first explosion being powerful encuent to cryste a
suction that will draw a good charge
from the carburetor.

Easier than priming each cylinder, and
just as effective, is to place about haif a
teaspoonful of ether in the auxiliary air
port of the carbureter. The other may
be handled quite conveniently if it is kept
in an oil can, tightly clased with a cork,
When it is desired to use it remove the
cork, acrew in the aoxiliary air
port of the carbureter. The other may
be handled quite conveniently if it is kept
in an oil can, tightly clased with a cork,
When it is desired to use it remove the
cork, acrew in the aoxiliary air
port of the carbureter.

A well posted ignition expert gives the
following advire that may prove condable to many motor car owners. When
having your car overhauled this print,
don't permit any of the old ignition cable
wire to be used again." says the expert
in question.

"If you do have to use the old cable,
examine each piece carefully and see if
there are any breaks at the share and,
will be unnoticed. Make sure that the cable is
firmly attached to the coil, mangeto,
timer, batteries, and awitch before taking
your car out after the long winer rest.

"Clean up and brighten all terminals
and connections with very fine emery
cloth, or scraps them so as to remove all
foreign cubatances which have gathered,
and which will interfere with the proper
cloth, or scraps them so as to remove all
foreign cubatances which have gathered,
and which will interfere with the proper
cloth, or scraps them so as to remove all
foreign cubatances which have gathered,
and which will interfere with the proper
cloth, or scraps them so as to remove all
foreign cubatances which have gathered,
and which will interfere with the
load is suddenly increased is an indication that the low-apeed adjustment of
the carburater is out. Application of a
load slows the motor down, and if the
mitature is too less under these
core in the core of the carburater when
is hill eliminate the core o

Knocks and pounding in the motor can be accurately located by means of a hume-made device. The materials needed is a two-foot section of cold rolled is-link steel rod and a flat itn can about four inches in diameter. Solder the tin can on the end of the rod, centering it on the bottom of the can.

The end of the road should be placed on the motor at the spot where the bound seems to come from, and moved about until the spot of greatest noise is also covered. By this means the exact location of the trouble can be ascertained.

GOOD ROADS FOLLOW FLOOD.

Catastrophe to Result in Im proved Highways.

MANY PRIZES TO BE OFFERED

IMPORTANCE OF LINES.

ullman Agent Here Talks of Ap pearance of Cars.

Heigian railway cars are finding an panding foreign market, sales last y having amounted to \$20,000,000, agai \$22,000,000 in 1911.

Auto Repair Work Guaranteed N. A. SHEPLEY

No-Rim-Cut Tires 10% Oversize

Ask Mr. Brown

Ask any of your many neighbors who now use these new-type Goodyear tires.

Users are everywhere - hundreds of thousands. You are surrounded by evidence of No-Rim-Cut economies.

Please ask for it. Find out why these tires now outsell all the rest.

An Example

Two cars were standing at a curb. One had old-style clincher tires, one No-Rim-Cut tires.

The cliucher user was asked why he clung to those tires. the mileage. I get so many miles per tire."

"Let's see what the next man gets." And they asked the No-Rim-Cut user. His average mileage was nearly twice as great.

Why It Is So

all clincher tires.

by actual statistics. It never occurs with No-Rim - Cut tires.

Rim-Cut tires are 10 per cent over size have 10 per cent more air.

And each 10 per cent one adds to the size adds, on the average, 25 per cent to the mileage.

No-Rim-Cut tires now cost no pore than standard clincher tires. They do save money-save so

Men are coming to these tires so fast that Goodyear sales last year exceeded our previous 12 years

put together. Come see them. The features we claim are apparent. And they

Rim-cutting ruins 23 per cent of are bound to win you to Goodyea.

tires when you Write for the Goodyear Tire Book-14th

No-Rim-Cut Tires With or Without Non-Skid Treads ways to eco

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

WASHINGTON BRANCH

1016 14th St. N. W.

Phone Main 1595-1596.



Watch for the Auto News in The Herald

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Kissell Kars and Trucks

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Cadillac & Baker



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OLDSMOBILE LIGHT SIX M. T. Pollock,



If You Expect

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National Electrical Supply Co.,

Expert Electric Vehicle Repairing SOUTHWORK KEISER CO.

P. M. CORR,

World's Foremost **Electric Automobile**

EMERSON & ORME DISTRIBUTERS

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1407 H St. N. W.

mendous superiority over horse-drawn vehicles. But excessive speed will occasion high cost of upkeep and in the cases of many motor truck owners this is the direct cause for high expense in their motor delivery service. Rapid wear on tires and abuse of the working parts of the motor are the most noticeable effects which speed

To eliminate this expense of undue wear and high upkeep cost occasioned from peed, Hupmobile Delivery Vehicles are equipped with the Pierce Speed Controller, which automatically controls and regulates the speed of the car to twenty miles per hour. This instrument is built into the gas inlet manifold and consists of an automatic throttle operated by a centrifugal go vernor, driven from the front wheel.

Hupmobile "32" Delivery Car, \$1075, Fully Equipped, f. o. b. Detroit.

33x4-inch tires-nonskid on rear

Quick detachable rims Magneto and cam shaft driven

Gas headlights

Oil side and tail lamps Tools—Horn Trimmings black and nickel

Enclosed canvas body Carrying capacity, 800 lbs.

Width, 401/2 inches Height, 58 inches

Length overall, 72 inches Length back of seat, 521/2

Sliding gears

Center control

Full-floating rear axle 106-inch wheel base

Rear shock absorber

Two-piece windsh Prest-O-Lite tank

Sager auxiliary rear springs Two-piece windshield

SPEED CONTROLLER I P to a certain point the speed of a delivery car can be utilized to great advantage. In fact, it is this increased speed which gives delivery cars their tre-

The gas supply is controlled by this throttle only when the predetermined car speed of twenty miles per hour is reached. Below this rate the car speed is controlled by the accelerator pedal in the usual way. This construction allows the drivers to utilize the full power of the motor on first or second speed when necessary and is infinitely superior to the ordinary construction in which the motor speed is limited instead of the car speed.

At the factory the controller is set, locked, and sealed before the car is placed on the road. This insures absolute speed protection to the owner, as there is nothing for the driver to tamper with or cause trouble.

CHAS. KLOPPMEYER, Manager

WASHINGTON AUTO SERVICE CO. FOURTEENTH AND W STREETS N. W.

Automobile Storage and Repairing, Painting, Topmaking